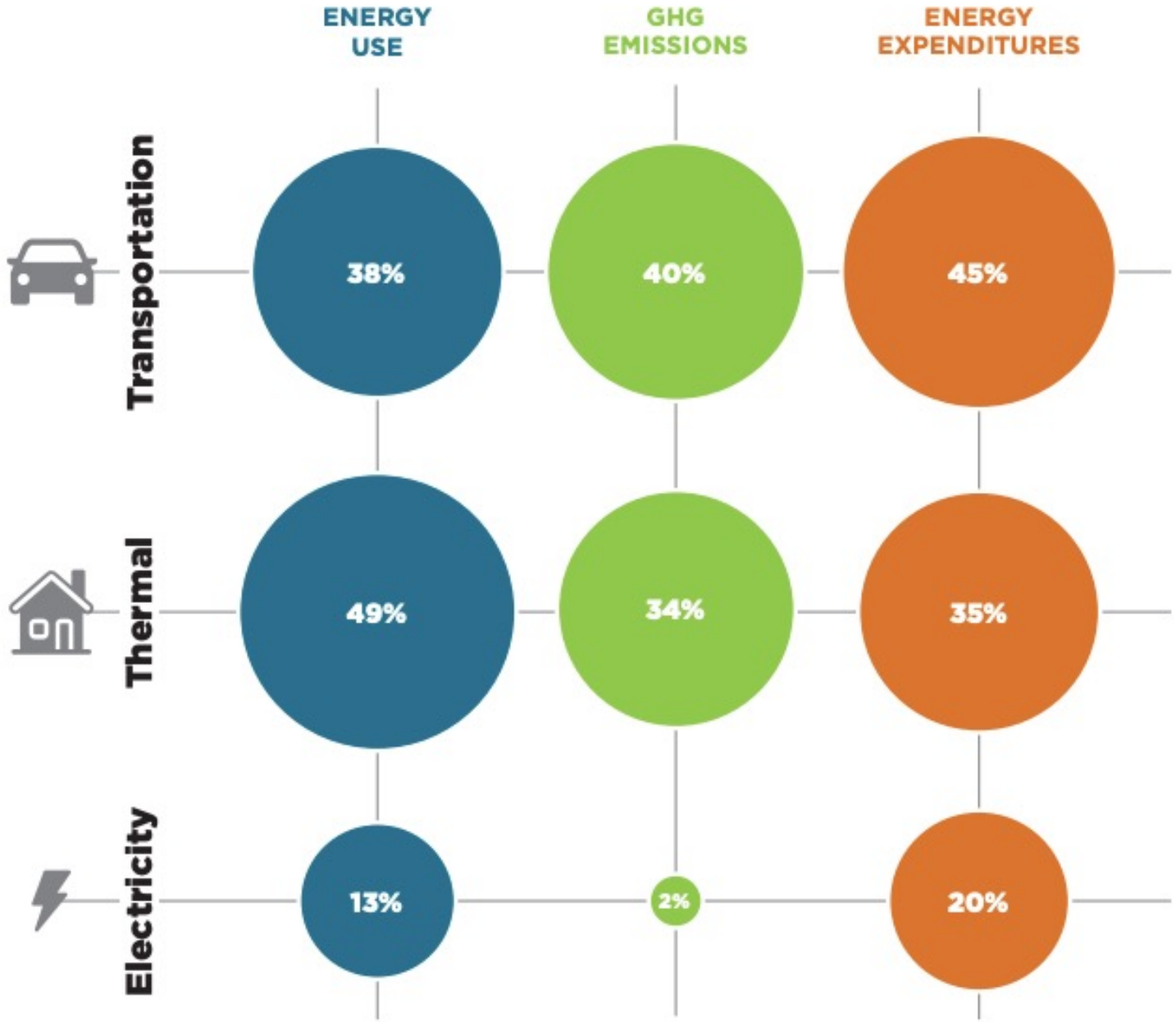
Senate Committee on Transportation Testimony

March 9, 2022

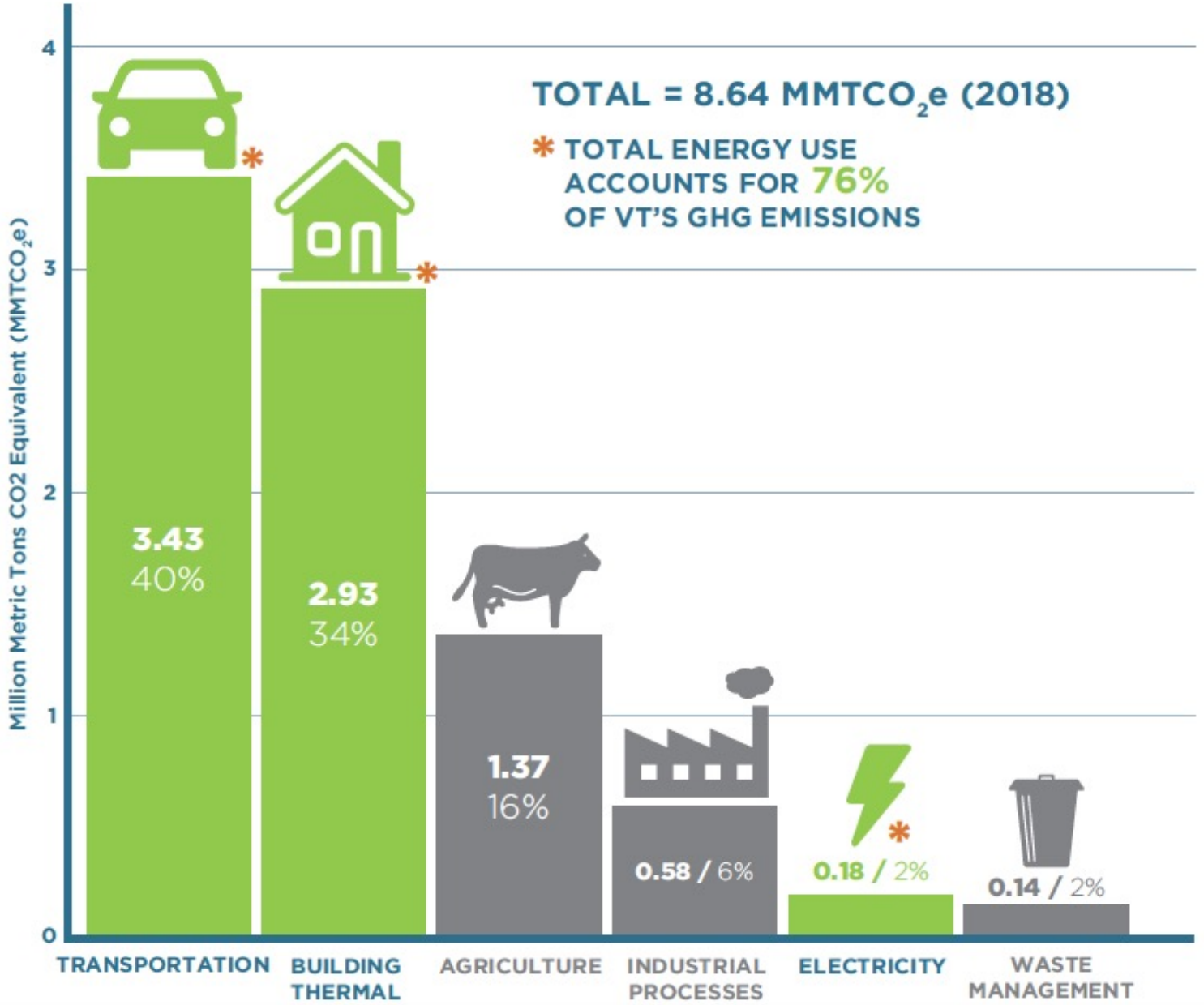
Key Takeaways

- 40% of Vermont's climate pollution comes from transportation fuel use, primarily from gasoline for light duty vehicles.
- Dependence on fossil fuels -- especially gasoline and diesel -- is expensive, with unpredictable price swings for VT consumers. This creates an especially large energy cost burden for lower-income Vermonters, who tend to drive older vehicles.
- Fossil fuels create a major drain on Vermont's economy, with approx. 75 cents of every dollar spent on them leaving the state.
- In contrast, driving electric vehicles saves VT drivers money (> $1,500/yr. in fuel and maintenance savings) and keeps much more money local (only about 30 cents leaves the state, with 70 cents staying local for electricity), strengthening the VT economy and supporting good paying local jobs.



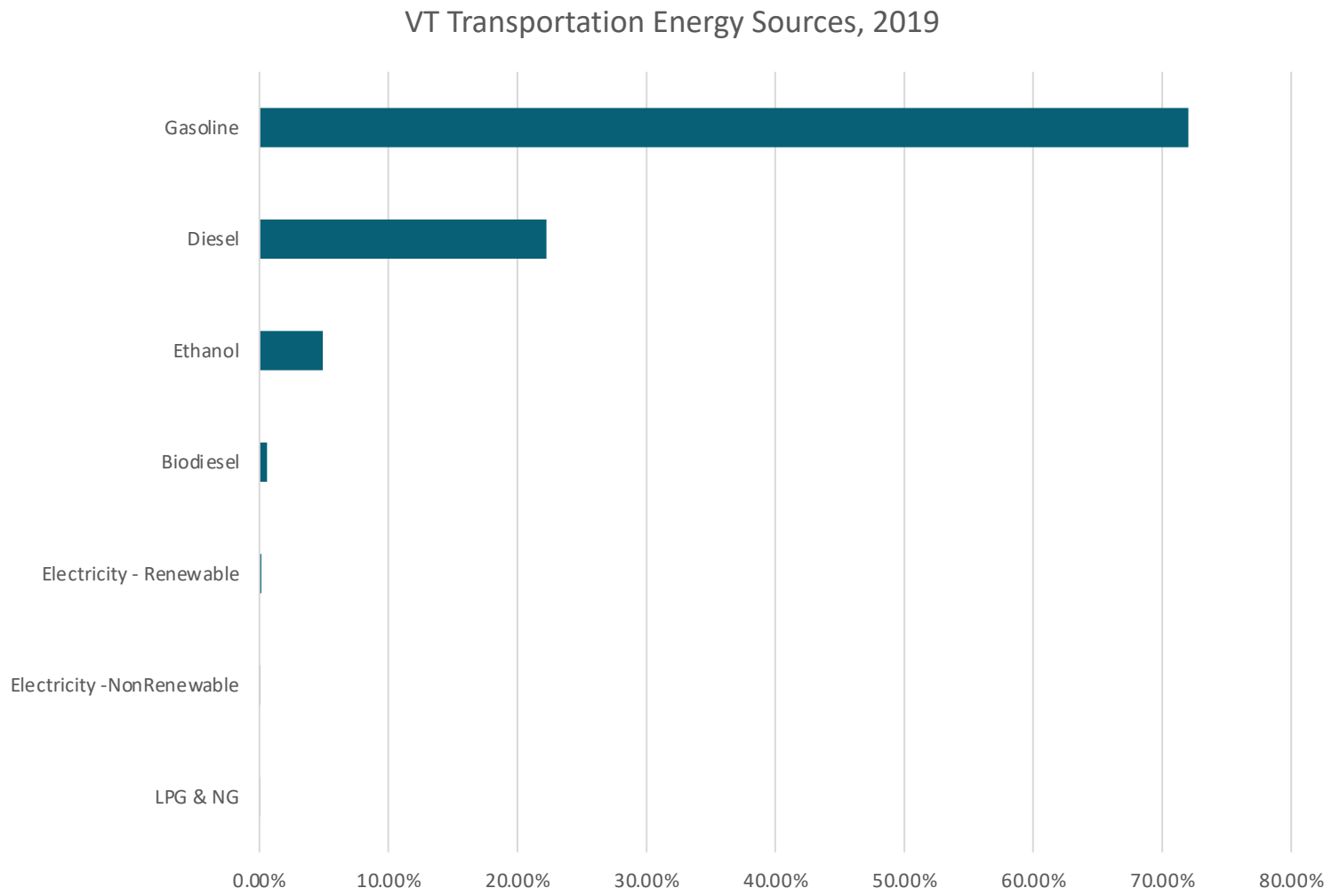
Source for Energy Use: Thermal and transportation based on EIA 2018 site energy; electricity from PSD site energy, after accounting for RECs.
Source for GHG Emissions: Vermont Agency of Natural Resources, Vermont Greenhouse Gas Emissions Inventory and Forecast (1990-2017), 2021.
Source for Energy Expenditures: VEIC, Vermont Energy Burden Report, 2019.

Vermont's GHG emissions by sector, 2018

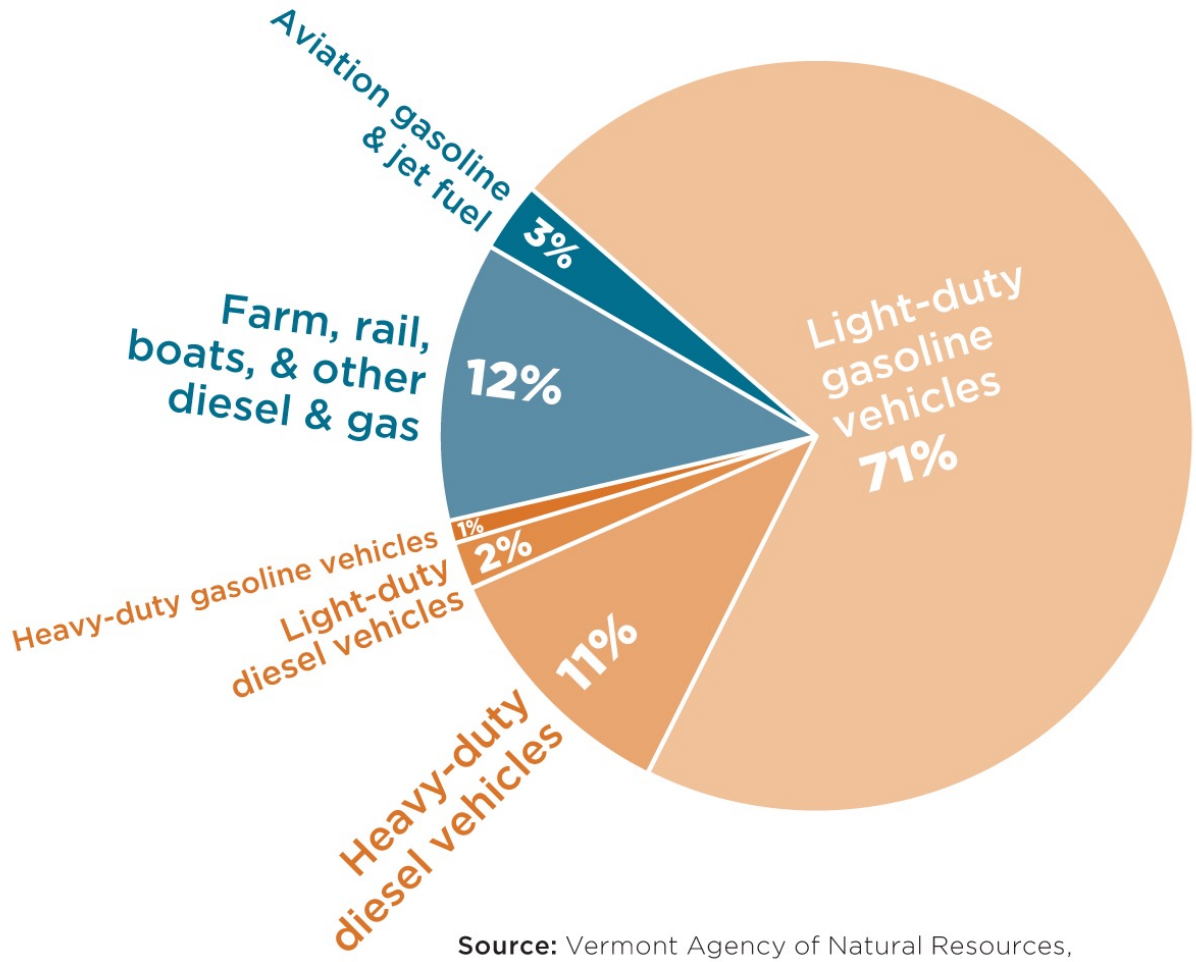


Source: Vermont Agency of Natural Resources, Vermont Greenhouse Gas Emissions Inventory and Forecast (1990-2017), 2021.

95% of VT Transportation is Fossil-Based



VT GHG emissions from transportation by type and fuel, 2017



Source: Vermont Agency of Natural Resources, Vermont Greenhouse Gas Emissions Inventory and Forecast (1990-2017), 2021.

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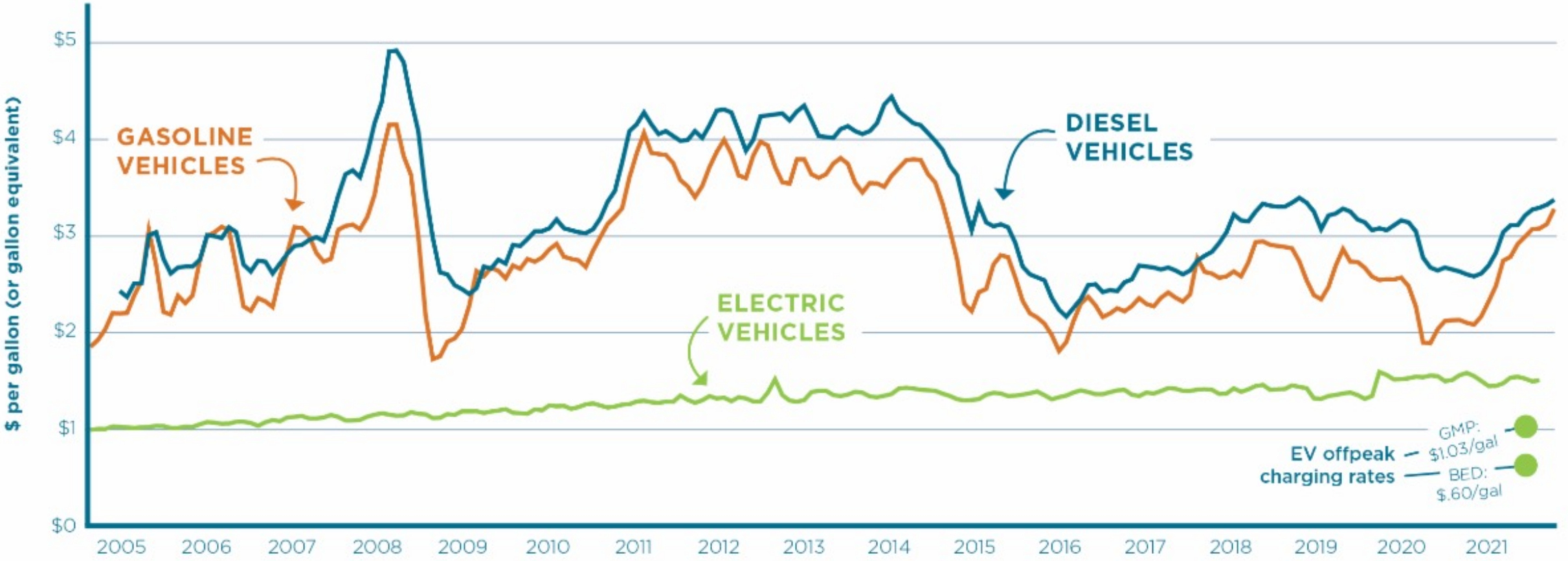
VT'ers Driving Fossil Vehicles Pay High Costs and Are Exposed to Volatile Prices

Comparison of Vermont transportation fuel costs, 2005–2021

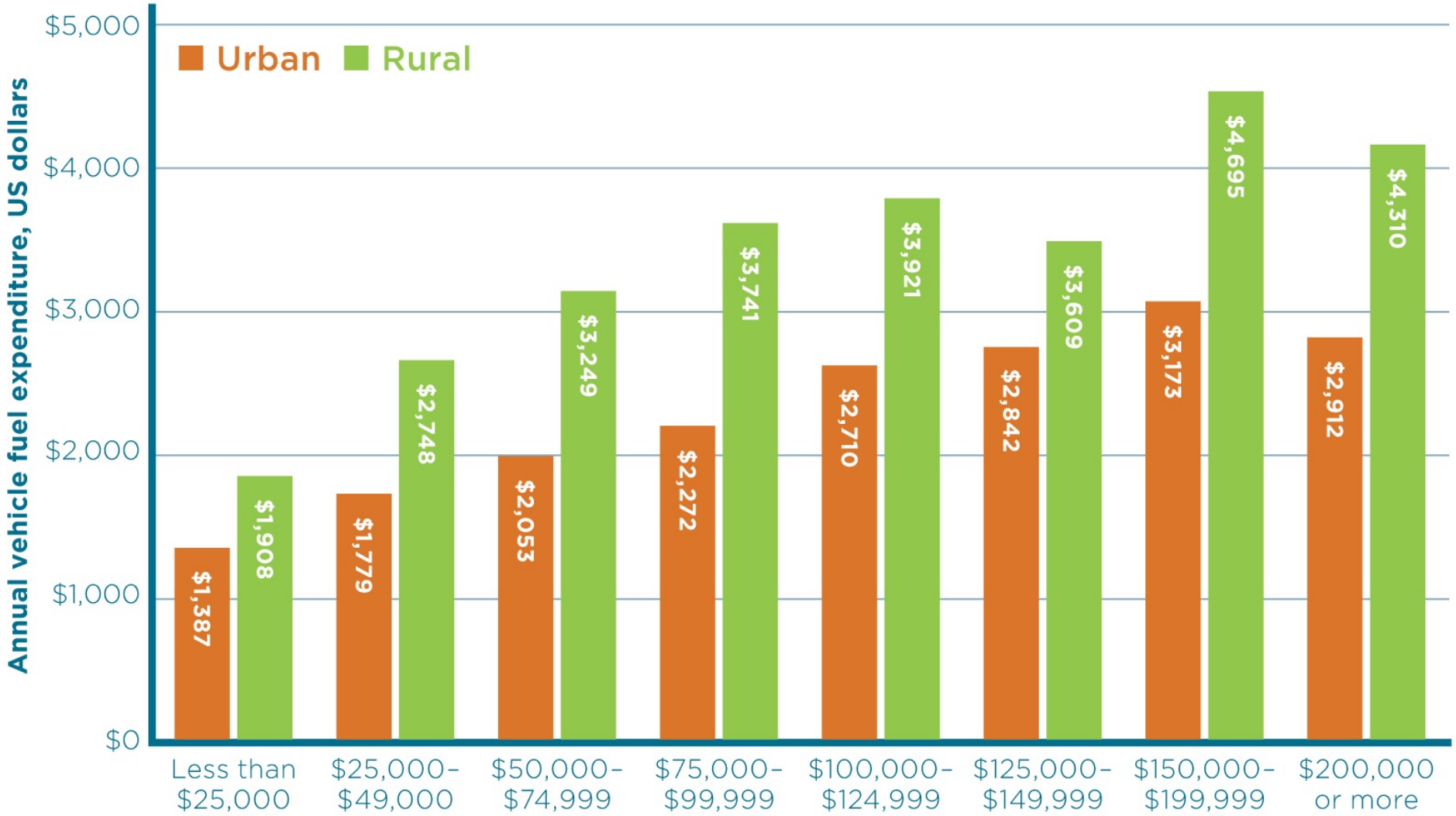


Sources: Gas and Electric — Drive Electric VT (via EIA); Diesel — Vermont Agency of Transportation (VTrans).

Average annual fossil fuel spending in VT, 2009–2018

Source: Vermont Agency of Commerce and Community Development. 2021.

2017 annual vehicle fuel expenditure by income and location-type, northeast U.S.



Source: U.S. Department of Transportation, National Household Travel Survey, 2017.

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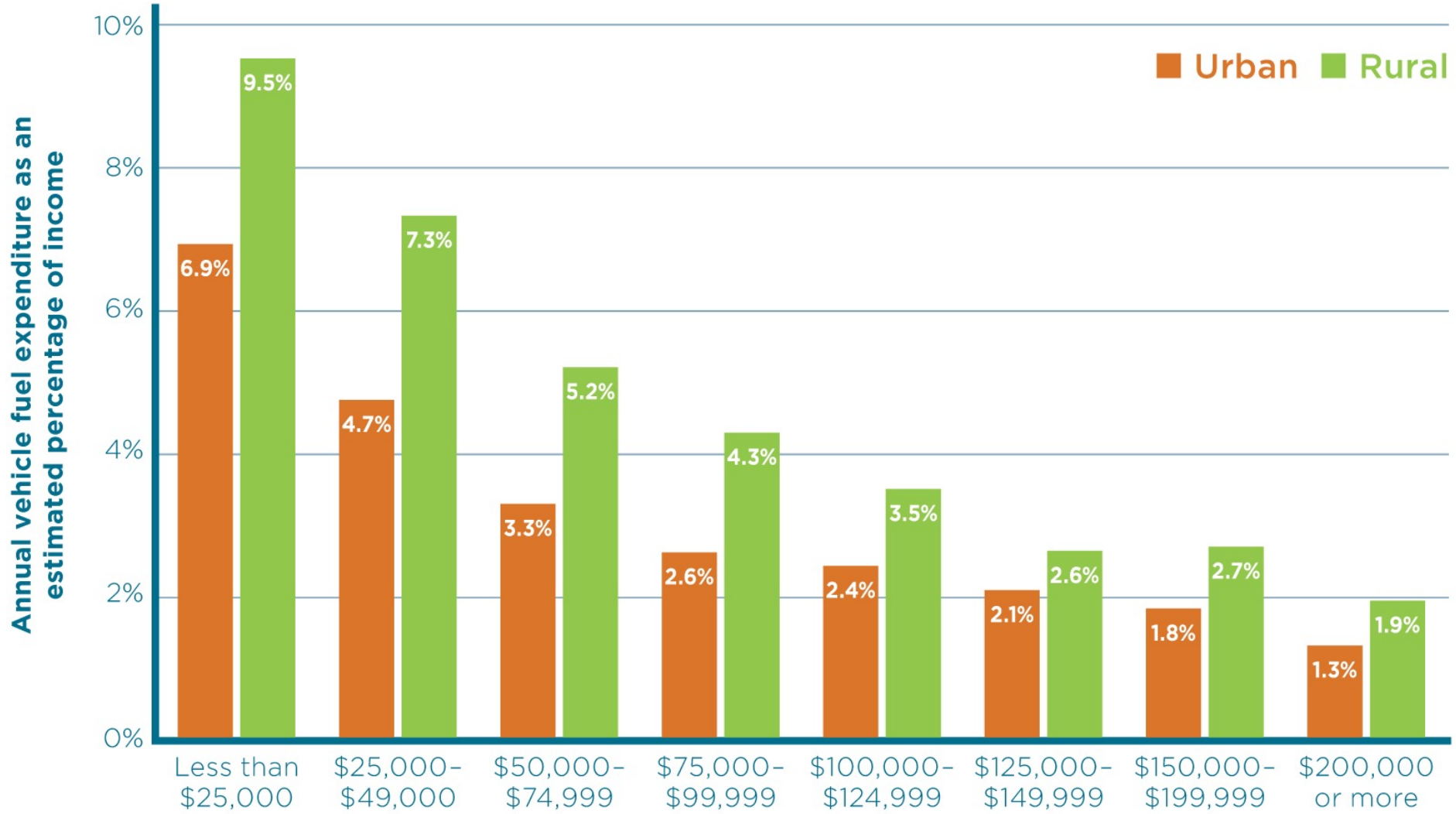
2017 annual vehicle fuel burden by income and location-type, northeast U.S.



Source: U.S. Department of Transportation, National Household Travel Survey, 2017.

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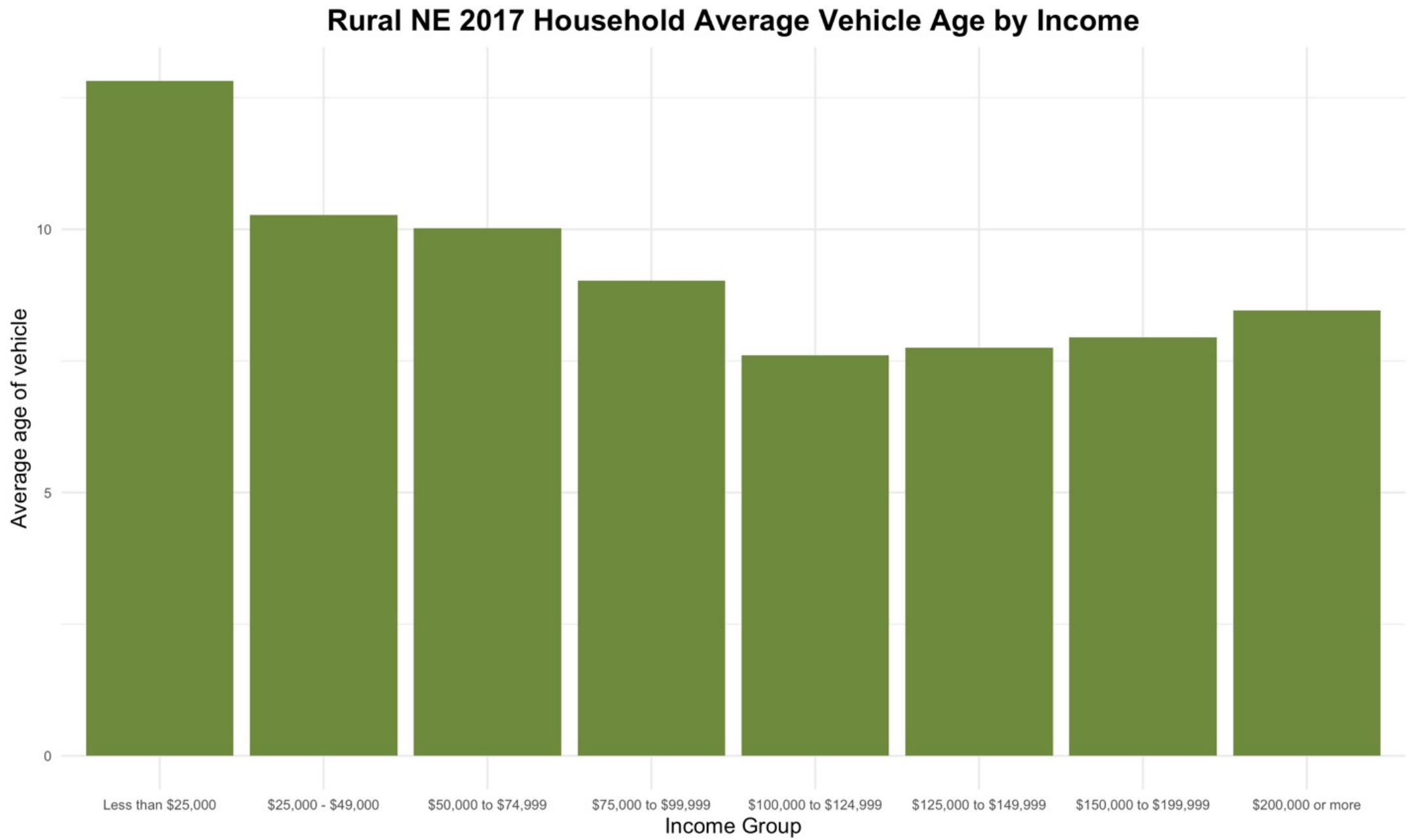
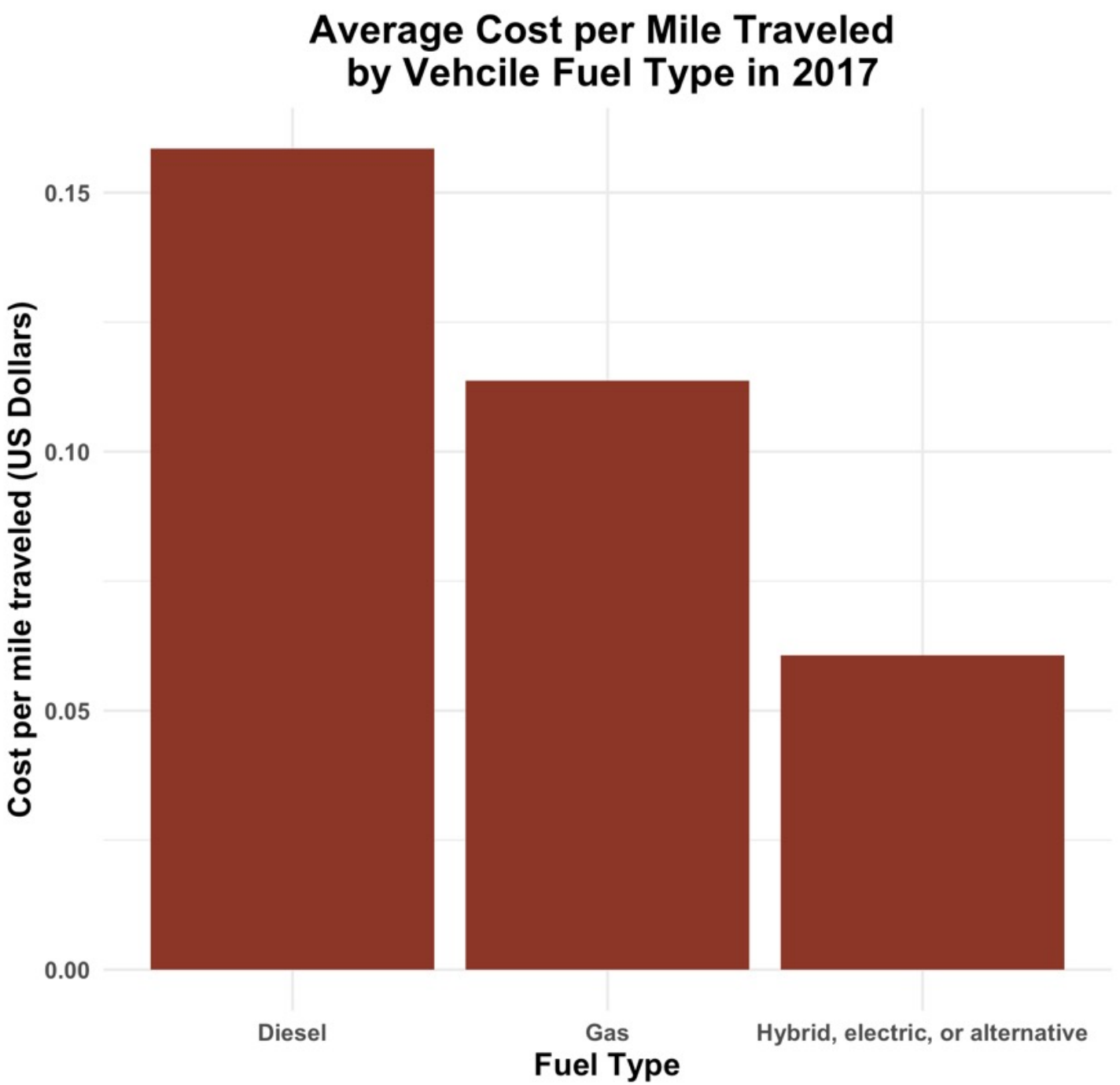

Rural NE 2017 Household Average Vehicle Age by Income
Average age of vehicle
10
5
0
Less than $25,000
$25,000 - $49,000
$50,000 to $74,999
$75,000 to $99,999
$100,000 to $124,999
$125,000 to $149,999
$150,000 to $199,999
$200,000 or more
Income Group



Source: US Department of Transportation, 2017 National Household Travel Survey

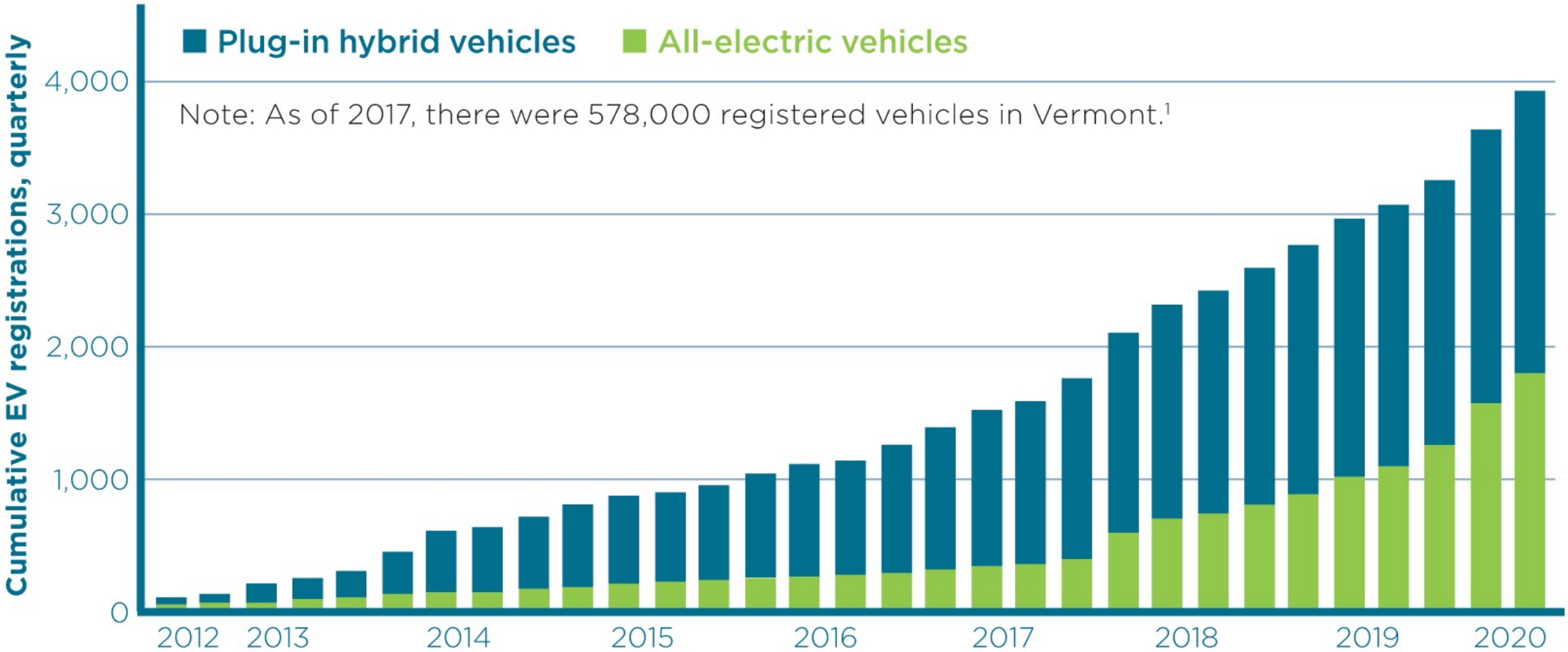
UCS Report: Rural VT Drivers Can Save > $1,500/year by Driving EVs

Clean Transportation Strategies for Rural Communities in the Northeast and Mid-Atlantic States

With Analysis of Maine, Vermont, Virginia, and Maryland

November 2020

Vermont electric vehicle registrations



Source: Registration values based on Vermont Department of Motor Vehicles registration data; processed by VEIC 2012-2013; processed by Vermont Agency of Natural Resources 2014-present; July 2020 from Drive Electric VT.

1. Vermont Agency of Transportation, The Vermont Transportation Energy Profile, 2019.

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